

Cobra Jet Quarterly

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Special points of interest:

- It costs nothing to participate in the registry.
- Registry participants can always provide information for the newsletter.
- Feature cars are always wanted!
- Get in touch if you have suggestions or information for technical articles.
- Do you know of any CJ oddities, rarities, or bits of trivia? Let us know!

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Feature Car I

Ray Powers is the proud owner of one of the first 1969 Mustangs built at the Dearborn plant for the 1969 model year. His Mach 1 is unusual in that it first saw duty as a show car in Detroit's COBO Hall in 1968. In the period picture at right you can see Ray's Mach 1 at left center.

As you might expect for a show car, it came from the factory with a number of options including candyapple red paint, automatic transmission, 3.50:1 traction lok differential, visibility group, power steering, sport deck rear seat, tilt-away steering wheel, power ventilation, am/fm stereo, tinted glass, and front bumper guards. The invoice also notes deluxe seat belts with warning light, but Ray reports that this option wasn't actually installed. He's since added the option.

Look closely at the bottom picture and you'll also note that there is no "Mach 1" cut-out in the side stripe. It's also missing from the rear deck lid stripe. This jives with early Mach 1 ads that show the car sans cut-outs.



COBO Hall circa 1968, feature car at left



Ray Powers' 1969 Mach 1

Editor's Corner

If you're reading this I suppose it's safe to say that we all survived the Y2K roll-over without any major problems. I hope your holiday season was the best ever!

I might as well get right to the point — this will be the last issue of *Cobra Jet Quarterly*. As you'll read later in this edition I've stepped up my efforts to make information available on the world wide web, and doing so makes it difficult to publish a newsletter at the same time. The new web site will include all of the newsletter features and more, and it will be provided without quarterly limits or deadlines. Onward and upward!

Scott Hollenbeck

Feature Car II

Meet "Boris", a 1969 Mach 1 owned by Roger and Jacky Brown of Portsmouth, New Hampshire. Boris is originally from San Jose, California, though he joined the Brown family at the 1997 Carlisle All-Ford Nationals.

Jacky reports that though Boris' body was straight, perfect, and rust free, he needed a lot of work in other departments. He barely ran, and could hardly move without "a truly amazing array of bangs, smoke, flutters, wheezes, and grinding sounds." The Browns set to healing Boris from his terminal illness, and found two broken pistons after removing and disassembling the engine.



"Boris", Roger and Jacky Brown's 1969 Mach 1

Boris was born with a sport deck rear seat, front disk brakes, visibility lighting group, power steering, an AM/FM stereo radio, tachometer, and candyapple red paint with a red interior. Boris was wearing black paint with a black interior and red stripes when he was adopted by the Browns, who decided to keep the color change during their restoration. Thanks to their hard work, with assistance from friend Rick Lacourse and the New Hampshire Mustang Club, Boris took home a "Best of Show" trophy this past summer.

Registry Statistics Update

Those of you that follow our progress in collecting Vehicle Identification Numbers may notice a marked increase in the number of cars we've registered since last quarter. The truth is that I finally got around to completing entry of several hundred VINs from the *Mustang Production Guide*, written by Jim Smart and Jim Haskell. Those rascals printed their VIN statistics in a font small enough that my scanner was unable to read their text, so all of the data entry had to be done by hand. Well, now you know how I spent my Christmas vacation!

The *Mustang Production Guide* consists of two volumes, one covering 1965 - 1966 and the other covering 1967 - 1973. The books document the ongoing efforts of the *In Search of Mustangs* project that Jim Smart founded in 1979. Both books provide a lot of interesting information, though I've found that the VIN statistics are somewhat suspect. For example, some 428 CJ VINs have turned out to be false. Nonetheless, thanks to

Registry Statistics

Total number of cars in registry: 906 (see also <http://www.428cobrajete.com/statistics.html>)

	<u>Earliest 1968</u>	<u>Latest 1968</u>	<u>Earliest 1969</u>	<u>Latest 1969</u>	<u>Earliest 1970</u>	<u>Latest 1970</u>
Dearborn	8F02R135007	8F02R220813	9F02R100002	9F02R222884	0F02R100002	0F05R206571
Metuchen	8T02R199216	8T02R216332	9T02R100003	9T02R218827	0T05R100003	0T05Q168867
San Jose	8R01R158074	8R02R172223	9R02R100002	9R02Q193141	0R05R100040	0R05R165298
	Total 1968:	202 (2,870)	Total 1969:	489 (13,271)	Total 1970:	215 (3,489)

VIN statistics provided courtesy of Marti Auto Works.

Web Site Update

First, I need to give a heartfelt “thanks” to Kevin Langston for providing the first web presence for this registry project. While I worked on the early newsletters and database, Kevin put together a web site that helped grow the project. Thanks again, Kevin!

Over the last few months I’ve been working on building a new web site to assume the role as the primary public interface to the registry project. I’ve registered three domain names (428cobrajnet.com, 428cobrajnet.net, and 428cobrajnet.org), all of which resolve to the same servers. More thanks are required for Bill Lewis, who is very graciously providing hosting and web services for all three domains.

The web site can be reached at <http://www.428cobrajnet.com>; note that the .org and .net versions will work just as well. I have pages up to describe the registry, including project and production statistics and automated submission of vehicle information. There are also “work in progress” pages for component identification, member vehicles, related links, and print articles (assuming I can get permission to copy the articles). Members are still encouraged to write technical articles and provide pictures for the project, though now everything will appear on the web — and updates will happen more frequently than once each quarter.

Period Magazine Articles

I’ve recently spent a lot of time browsing ebay for magazines from the late 1960s that contain reviews and road tests of 428 Cobra Jet Mustangs. The good news is that I’ve found quite a few, including March 1968 *Hot Rod*, April 1968 *Car Craft*, November 1968 *Car and Driver*, March 1969 *Car Craft*, and March 1960 *Rodder and Super Stock*. The bad news is that everything inside of these magazines is protected by copyright laws, so I can’t just copy the articles and post them on the web without permission. I’m working on that.

Looking through these magazines is a real memory jogger. Did we *really* dress like that back then? Does anyone else remember those ads for Charles Atlas’ body building program and fake sideburns? There are also quite a few corporate ads for other muscle cars, providing a very nice picture of the kinds of purchase options that a muscle car buyer had back in the late 1960s. In some ways, those *were* the days!

Water Pump Pulleys

I recently had a conversation with one member who wondered what the point was to sharing information about his vehicles. Here’s a prime example: research into original production trends. JD Larson is working on an article describing the water pump pulleys originally installed on 428 Cobra Jet engines. This pulley is identified on a vehicle’s build sheet, so by noting the date the car was built and the casting number of the installed water pump pulley we can make a reasonable guess about when Ford introduced production changes. This kind of information is essential for folks doing a concours-level restoration in the absence of a build sheet for their car.

So, JD needs our help. Do you have a copy of the build sheet for your car? If so, please consider sharing a copy. I’ll gladly make copies and return whatever information you wish returned, and we’ll all benefit when JD has enough information to complete his article.

MUSTANG 428 COBRA JET REGISTRY

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Cobra JET

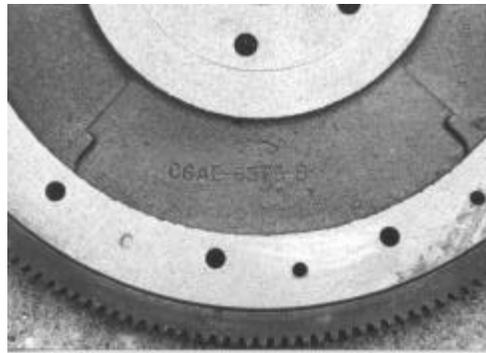
[We're on the web!
<http://www.428cobrajets.com>]

I'm always open to including articles from guest authors. If you have something that you'd like to write about, *please* let me know! I'm particularly interested in any and all technical information, especially when it comes to comparing parts or restoration details. I could really use some insights from those of you who own 1968 and 1969 CJs!

Please remember to keep me informed of changes to your e-mail and/or postal mail addresses. If you don't receive a newsletter at the end of a quarter, there's a good chance that I might be using an old, invalid address. Please feel free to get in touch with updates or queries at any time.

Flywheel Identification

Flywheels (used with manual transmissions) and flexplates (used with automatic transmissions) are both identified with basic part number 6375. All 428 Cobra Jet engines were originally *externally* balanced by Ford. That is, external components like the harmonic balancer and flywheel play an integral role in balancing the engine's reciprocating assembly. Both pictures at right show a portion of a raised, circular



C6AE-B flywheel casting number (cast)



C8OE-A flywheel casting number (stamped)

counterweight near the gear teeth with visible drill holes that were used to balance the engine. Note that this need for external balance means that other FE flywheels (other than the base 428 and Mercury 410, which were also externally balanced) are NOT a proper interchange for 428 Cobra Jet use.

It appears that two flywheels were originally used by Ford, both using 184 gear teeth. The C6AE-B flywheel was used on base 428, 410, and early 428 CJ engines. The C8OE-A flywheel is much more common, appearing in all three model years. I've seen C8OE-A examples with numbers both cast-in (similar to the C6AE-B flywheel above at left) and stamped-in (as shown in the picture above at right).